



United States Coast Guard Marine Safety Office Portland, Maine



2002 Annual Report



U. S. Coast Guard Marine Safety Office Portland

Coast Guard Marine Safety Office (MSO) Portland, Maine consists of 42 active duty, 28 reserve and 3 civilian members staffing a main office in Portland and two Marine Safety Field Offices (MSFO) in Portsmouth, NH and Bucksport, ME. CDR Mark O'Malley, the Commanding Officer, is designated under federal regulations as Captain of the Port (COTP) and Officer-in-Charge of Marine Inspection (OCMI) for Maine, New Hampshire and parts of Vermont. He is responsible for directing all Coast Guard activities related to Port Safety and Security, Waterways Management, Marine Environmental Protection and Marine Inspection and Investigation. He is also designated as the Federal On Scene Coordinator (FOSC), the federal official designated to coordinate and supervise responses to oil and hazardous material releases under the National Contingency Plan. MSO Portland's key goals are listed below:

Maritime Safety: Reduce the number of marine accidents through management of port risks, promotion of safety through vessel inspection, examinations and casualty analysis, and through active communications and relationships with customers and suppliers who impact safety in the marine industry.

Homeland Security: Maintain vigilance to reduce the risk of terrorism directed at passengers, mariners, vessels and port infrastructure.

Fisheries Safety: Reduce the number and impact of fisheries accidents through voluntary dockside examinations, accident investigations and analysis, identification of high-risk fisheries and causal factors, and by industry with outreach and public education.

Environmental Preparedness: Develop and exercise means and plans to reduce the number and consequences of oil spills through enhanced readiness of regional responders, response assets, and understanding of environmental risks and sensitivities in Maine and New Hampshire.

Waterways Management/Port Safety: Promote and facilitate safe waterways and infrastructure for commercial maritime and recreational users, and minimize waterway impediments.

For more information visit the unit's website at www.uscg.mil/d1/units/msoport.

MSO Portland Reserve Component. MSO Portland employs 28 Reserve members providing a valuable part-time workforce to the Command. Many assigned Reserve members have lived and worked in the Portland zone for years and offer both area and industry familiarity. Their civilian work expertise, which includes police, fire, EMT and other emergency response occupations, environmental companies and other maritime related fields, is frequently tapped in executing their Coast Guard missions.

Post 9/11, Reserve staff were activated throughout the MSO Portland zone, as well as to New York and Florida units for periods ranging from days to a full year, and several remain on active duty. Training, qualifications, and overall readiness of Reserve Force members increased significantly, which has contributed greatly to the unit's overall readiness and ability to carry out our primary role in Homeland Security. Future ability to respond to national or area emergencies, contingencies and overall preparedness to carry out all marine safety missions is enhanced notably by the presence and quality of our assigned Reserve personnel.

Marine Safety Office Portland Move. Marine Safety Office (MSO) Portland is scheduled to relocate from the historic Custom House at 103 Commercial Street to a more professional workspace at 27 Pearl Street in Portland. This move will provide the unit with an additional 3,500 square feet of badly needed workspace and combine all personnel on one floor to enable a better flow of communications and exchange of ideas. A training room that can double as an incident command post for planned/unplanned events will also be included. The move is proceeding on-schedule with an anticipated move-in date of February 15, 2003.

2002 HIGHLIGHTS



Presidential Visit. President George W. Bush paid a special visit to Portland on January 25, 2002 to present an award to the USCG Cutter Tahoma for the crew's efforts from September 11 to October 21, 2001, as a command platform in New York Harbor. After the presentation, the President, Secretary of Transportation Norman Mineta, Director of Homeland Security Governor Thomas Ridge, and Coast Guard Commandant ADM James Loy each delivered a short speech at Southern Maine Technical College to an audience of Coast Guard members, their families and other invited guests. The President announced his proposal to increase the Coast Guard's role in Maritime Homeland Security.

Multi-Agency Drug Seizure. On December 22, 2001, MSO Portland received intelligence from U. S. Customs Service and U. S. Drug Enforcement Agency officials that a crewman on the Singaporean flagged M/V JULIA was suspected of smuggling the methamphetamine drug "ecstasy" into the United States. MSO Portland personnel facilitated a multi-agency boarding of the vessel upon its arrival in Searsport, ME. An extensive search of the vessel revealed approximately 100,000 tablets of "ecstasy" stowed in the suspect's stateroom. The suspect was removed from the vessel and detained by U. S. Customs officials. The value of the seized contraband was estimated to be approximately \$2.5 million.

Coastal Beacon. Coastal Beacon was implemented in April of 2002 as a Maritime Domain Awareness program utilizing Maine's commercial fishing industry. The Coastal Beacon program is part of Coast Watch Maine, a first in the nation community outreach program that encourages citizens to participate in the national effort to protect our shores by reporting suspicious activity. Coast Watch Maine was prominently featured in the news media both locally and nationally. There are currently 285 Fishing Vessels registered in the Coastal Beacon Program, each providing a valuable assistance to the Coast Guard by reporting suspicious activity.

Navigation Safety Advisory Council Conference. Portland hosted the Navigation Safety Advisory Council (NAVSAC) Conference on June 6-8, 2002. The council is a national gathering of marine industry leaders, government officials, boating safety and trade organizations, and the Coast Guard. NAVSAC's goal is to provide recommendations to the Secretary of Transportation on prevention of marine accidents, navigation regulations and

equipment, diving safety, aids to navigation systems, routing measures and human element considerations.



Propeller Club Award. On May 17, 2002 the Portland Chapter of The Propeller Club of the United States presented their Person of the Year Award to “Members of the United States Coast Guard Portland, represented by CAPT Cynthia A. Coogan and CDR Mark P. O’Malley, Commanding the men and women of the United States Coast Guard Portland”. The award was “Given in recognition of their efforts to keep the Port of Portland operating in a safe and secure manner during this nation’s darkest terrorist attacks.”

HOMELAND SECURITY

Customs / USCG Joint Operations. During the ferry season, members of MSO Portland have augmented the U.S. Customs force at the INCAT ferry terminal in Bar Harbor to assist in checking vehicles and clearing passengers coming across the border. In addition to several MSO personnel, Customs has also trained two officers from Group Southwest Harbor to augment these operations in the event of an emergency.

International Ferries.

- SCOTIA PRINCE – traditional passenger cruise vessel, 469’ LOA that operates on regular schedule between Portland, ME and Nova Scotia. The capacity is 1000 passengers and 220 cars.
- INCAT O59 “The Cat” – state-of-the-art high-speed passenger ferry, 300’ LOA, that operates on regular schedule between Bar Harbor, ME and Nova Scotia. The capacity is 900 passengers and 240 cars.



Homeland Security Initiatives. MSO Portland screens targeted foreign vessels and crews, and conducts joint Marine Safety and Operational at-sea boardings on all high-interest/high-risk vessels. MSO Portland has been working closely with many other federal agencies, such as Customs and INS, during at-sea security boardings. MSO Portland has also been implementing a pilot project involving an explosives detection dog team led by BM1 Thomas Jones and his

Belgian Mallinios, named Kyra. The team has worked on several joint foreign vessel security boardings, and also works frequently after hours with the Portland Police Department officers checking vehicles and luggage of passengers boarding the SCOTIA PRINCE. The same routine check for explosives has also been conducted on several occasions in Bar Harbor, ME on "The Cat". The canine team is becoming proficient by training with local and state police and Naval Air Station Brunswick training branches.

Use of USCG Air Auxiliary. MSO Portland realized a need to be able to quickly cover the 5200+ miles of coastal Maine and New Hampshire after the tragedy of September 11, 2001. To meet that goal, the MSO contacted the Coast Guard Auxiliary Aviation community and began coordinating flights in the MSO Portland zone. The initial Maritime Domain Awareness (MDA) flight was held on September 27, 2001. Since then, the CG Auxiliary, in cooperation with MSO Portland and Air Station Cape Cod, has conducted over 113 flights and contributed more than 1100 hours in support of the MDA Mission. A side benefit to the flights that has been realized is the increased detection of pollution activities, as there have been numerous vessels spotted pumping oil from their bilges. With the identification of these vessels, the MSO and the Field Offices have been able to seek penalties from the operators that are polluting the pristine waters of Maine and New Hampshire.



LCDR Ken Albee, Auxiliary Pilot Steve Kokkins and CDR Mark P. O'Malley on the initial Maritime Domain Awareness Patrol 9/27/01. Photo by LT Ed Miner

Port Security Meetings. As a result of the attacks of September 11, 2001, three regional Port Security sub-committees were established under the Maine and New Hampshire Port Safety Forum. These sub-committees consist of representatives of Federal, state, county and local government and law enforcement agencies, harbor masters, pilots, docking masters, vessel agents, towing vessels, the petroleum industry, passenger vessels and other concerned port stakeholders. Quarterly meetings are held in Portland, Bar Harbor and Portsmouth to discuss port security and share information among the group. This group will continue to meet regularly to enhance cooperation and share new information. In response to recent guidance, MSO Portland will work with port stakeholders in the coming year to further develop these committees and draft a regional Port Security Plan.

Port Vulnerability Assessment. In August, Portland became the first port to undergo a Port Vulnerability Assessment. This comprehensive look at the security of facilities and port assets was conducted pursuant to a Congressional mandate in the Port Security Act. An initial

conference was held with representatives from throughout the port to provide the objectives and then an assessment team conducted a security assessment on 12 identified risks to the Port of Portland. The final report will be released in January 2003.

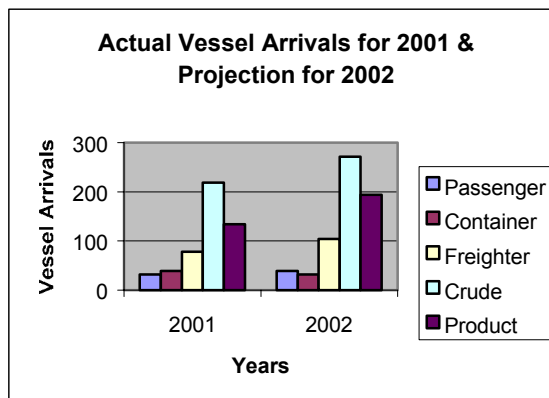
US Attorney's Joint Anti-Terrorism Task Force. The task force provides a great opportunity to share intelligence and meet representatives from multiple law enforcement agencies. The last meeting was held in August and focused on security at the Portland Jetport. The FBI will conduct background checks on all personnel at the Jetport with entry badges. The Attorney General's office is also looking at hiring a full time ATTF Coordinator as well as a full time Intelligence Officer.

Security Issues: Seabrook Nuclear Power Plant and Portsmouth Naval Shipyard.

In response to increased security concerns, a Temporary Final Rule was put into effect, and a permanent rule is currently being established, to institute a 250-yard security zone around the shoreline and waters abutting the Seabrook Nuclear Power Plant. After a great deal of research, some revisions were made to the pre-existing Restricted Area (RA) coordinates around portions of the Portsmouth Naval Shipyard. MSO Portland is currently working with the U. S. Army Corps of Engineers to enlarge the RA to better protect vessels moored at the facility.

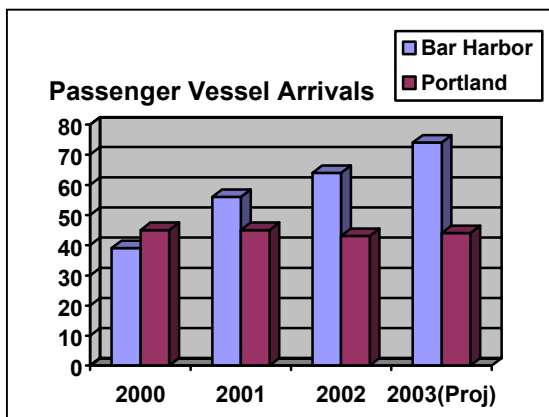
PORT INFORMATION

Port of Portland. During 2002, tank and passenger vessel arrivals increased, due predominately to a significant increase in crude carriers at the Portland Pipeline and cruise vessels making major port calls to the Port of Portland and Bar Harbor, ME. The quantity of crude oil delivered to the Portland Pipeline Corporation increased from 141.6 million BBLs in 2001 to 143.8 million BBLs in 2002. In combination with other petroleum deliveries, this makes Portland the second largest volume port on the East Coast.



Increased Volume of Cruise Vessel Traffic.

The Mid-coast region of Maine continues to experience rapid growth in passenger vessel traffic, specifically in the port of Bar Harbor. MSO Portland has worked closely with a diverse mixture of Federal, State, and local stakeholders to ensure that this growth is managed in a safe and secure manner. Emphasis has been placed on vessel security, both shore-side and waterside, and management of tendering operations. A steady increase in the number of large passenger vessels calling



Bar Harbor has occurred over the past several years. In 2000, 39 cruise vessels called in Bar Harbor, 64 arrived in 2002, and at least 74 are scheduled for port calls in 2003. Portland Harbor has remained steady with 45 vessels in 2000 and 2001 and 43 in 2002. A slight increase is projected for 2003. Not only has the number of arrivals increased, but the overall passenger volume of these vessels has risen as well, with many arriving with over 3000 passengers and crew on board.

INVESTIGATIONS DEPARTMENT

Department Statistics. Marine casualties on merchant and passenger vessels increased slightly this year. A marine casualty can involve groundings, collisions, allisions, fires, equipment damage, and death or injury of a passenger or crew on a vessel. There were 42 marine casualty cases in 2002, up from 38 in 2001. In all, 10 Personnel Action cases involving use of dangerous drugs were completed in 2002, down from 13 cases last year. MSO Investigators settled all the drug related cases out of court in lieu of a formal “suspension and revocation hearing”. One other “suspension and revocation” case was also completed in 2002 involving violations of non-drug related laws or regulations. Several “letters of warning” and “letters of concern” were issued for cases involving navigational practices and marine casualty reporting requirements. The more significant cases are highlighted below.

M/V HAWK and the Casco Bay Bridge Allision. On May 6, 2002, the M/V HAWK was transiting the Fore River in Portland, Maine and had an allision with the Casco Bay Bridge while enroute to the Global Petroleum Terminal in South Portland. There were no injuries to personnel and no environmental pollution from this incident. Damage to the bridge was limited to the fendering system, which fortunately was designed to withstand the impact and spare the bridge structure from damage. MSO Portland investigators interviewed five main participants during the investigation including the two local Docking Pilots and the ship’s Master, Helmsman and 2nd Mate. All drug and alcohol tests for these individuals were negative, and were thereby eliminated as potential causal factors in this incident. MSO Investigators did not find negligence or misconduct, but rather a series of miscommunications led to this incident.

F/V STARBOUND / T/V VIRGO Collision. On August 1, 2001, the Fishing Vessel (F/V) *STARBOUND* was enroute to the Port of Vinal Haven, Maine. At approximately 1 a.m. on August 5, 2001 the Rescue and Coordination Center received a distress signal from an Emergency Position Indicating Radio Beacon (EPIRB), which was registered to the F/V *STARBOUND*, approximately 160 miles off the Massachusetts coast. A search and rescue operation was commenced and emergency broadcasts for assistance to vessels in the area were sent. One vessel, which was approximately 16 miles away from the indicated location, immediately responded and found the sole survivor. A second crewmember was found soon after, but was deceased; two others remain missing. Upon the vessel’s return to port, an interview was conducted and vital information gathered as to the cause of the sinking. It was determined that the *F/V STARBOUND* was involved in a collision with a large commercial vessel whose identity was unknown at the time. Through data base tracking, numerous port facility checks, phone calls and international cooperation with Transport Canada, the Coast Guard identified a tank vessel that was a prime suspect in the collision. The vessel was identified as the Tank Vessel (T/V) *VIRGO* and was boarded by the Royal Canadian Mounted

Police. Enough evidence was obtained to indicate that the *T/V VIRGO* hit the *F/V STARBOUND*.

On August 13, 2001, a MSO Portland Marine Investigator was dispatched to Come By Chance, Newfoundland to work with the FBI, Royal Canadian Mounted Police, Coast Guard Investigative Service, Coast Guard Electronics Technicians, CG Headquarters Office of Compliance and Investigation (G-MOC), and a specialized underwater dive team. All members met to develop an action plan specifically addressing the best approach to use in acquiring necessary information and evidence from the *VIRGO*'s electronic equipment, logs and documentation. The team communicated directly with Coast Guard First District Legal office, District Marine Safety Division, and MSO Portland to confirm all information, evidence and documentation was in the hands of the proper authorities and the mission was completed as prescribed. The case is currently under investigation by the Department of Justice.

PREVENTION DEPARTMENT



Foreign Vessel Inspections. The Port State Control (PSC) branch conducts exams of foreign flagged tank, freight, and passenger deep-draft vessels. PSC enforces U.S. laws and International treaties (SOLAS, MARPOL 73/78, ICLL, etc.), therefore precluding substandard vessels from entering Maine and New Hampshire ports. When a vessel is deemed “substandard” following a comprehensive USCG exam, numerous safety

measures and risk analysis are performed to resolve the issues with intense Coast Guard oversight with the vessel’s classification society and operator, ensuring each safety issue is resolved.

Submarine JULIETT 484 (J-484).



The *J-484* is a 290-foot, Russian built submarine, used in the movie “K-19: The Widowmaker” and located in Halifax, Canada. A proposal to bring the submarine to Portland as an attraction vessel was given to MSO Portland for review by the film studio Intermedia. The *J-484* was to be towed to Portland and set up as an attraction vessel for the public to tour, however the structural integrity and stability of the submarine for the tow, was seriously in question. MSO Portland sent a Marine Inspector to Halifax on February 21, 2002 to inspect the *JULIETT 484* with Transport Canada and representatives from the vessel. In preparation for a dead ship tow

to Portland, a structural and stability assessment of the hull/ballast tank integrity was conducted. The overall assessment was acceptable and the vessel was considered to be in a safe condition to transit from Halifax to Portland.

The assessment cleared all remaining COTP Order requirements with the exception of the Mooring Plan. The operators of the J-484 still had not received authorization from the City of Portland or any other terminal or wharf owners to moor the vessel on a temporary or long-term basis. If the business venture failed, MSO Portland's concern that the vessel might become a burden in the future if abandoned was never addressed or resolved by the prospective owner. In the end, the business venture fell through and the J-484 was towed to Providence, RI to be part of the USS Saratoga Museum.

PORT OPERATIONS DEPARTMENT

Casco Bay Bridge Repair. The Casco Bay Bridge in Portland was involved in an allision with the *M/V HAWK* on the evening of May 6, 2002. MSO Portland worked with the Maine Department of Transportation and the First Coast Guard District Bridge Branch to oversee the timely repairs to the bridge's fender system by Cianbro Corporation and Childs Engineering. Repairs were completed on October 18, 2002, two weeks ahead of schedule.



Presidential Visit Security Zones. The State of Maine hosted several visits from President George W. Bush. In order to provide for Presidential security, MSO Portland enacted several security zones. On January 25, 2002 temporary zones were enacted and enforced in Portland Harbor during the President's visit to the USCG Cutter Tahoma moored at the International Marine Terminal and during his speech at the Southern Maine Technical College. During visits from July 5-8 and October 4-7, the Coast Guard enforced a permanent security zone around Walker's Point in Kennebunkport. This zone was also enforced during the President's visit from August 2-5 and an additional temporary security zone was established off of Prouts Neck in Scarborough during a speech by the President at the Black Point Inn.

Boat Races and Marine Events. On April 11, 2002, members of MSO Portland attended a Marine Event Permitting Meeting with representatives of each of the Coast Guard Stations and Groups in Maine as well as the First Coast Guard District Aids to Navigation Branch, and board members of the Maine Lobster Boat Racing Association (MLBRA). The meeting was held to assist the Coast Guard in coordinating marine events in a unified manner throughout Maine and New Hampshire. Several safety issues were raised regarding the lobster boat races and a review was made of the Associations rules and schedules. As a result of the meeting, several new considerations and proposals were put forward for the 2002 racing season. The Coast Guard will be reviewing the results of this years racing, which finished without incident or injury, and will incorporate any lessons learned in a future letter to the MLBRA for their consideration during their 2003 annual meeting. Already, much of what has been learned has

been forwarded to the First Coast Guard District as input on a district-wide Marine Events Instruction. Through open dialogs such as this, the Coast Guard hopes to continue to improve the safety for all marine events throughout Maine and New Hampshire.



Cianbro Corporation “AMETHYST” Project.

During 2002 MSO Portland became involved with a unique project on the Portland waterfront. Cianbro Corporation received a contract to complete construction of two Mobile Offshore Drilling Units named *AMETHYST 4* and *AMETHYST 5*. These large oil rigs were transported in two pieces each, a pontoon section and the deck box (or

tower section), by barge from a shipyard in Mississippi, arriving in Portland in April. During the spring and summer Cianbro worked to “mate” the pieces together and install equipment. In the mating evolutions, the pontoon section was ballasted down in the former BIW dry-dock basin and a barge, loaded with the deck box, was maneuvered between the pontoon columns. Excellent work by the pilots and tugs enabled this to be accomplished with less than one foot of clearance between the barge and columns. The MSO enacted several safety zones to protect the workers and the public during these evolutions. MSO Portland enforced the zones with the assistance of the Coast Guard Auxiliary and Portland Harbor Master. The project is expected to continue through the coming year with sea trials of the rigs beginning in the spring of 2003.

LPG Vessel Transits. Throughout the year, members of the Coast Guard have worked with the SEA-3 terminal in Newington, NH to ensure the successful transit of 11 Liquefied Petroleum Gas ships to their facility. These vessels are classified as high interest vessels by the Coast Guard and are boarded at sea by MSO Portland personnel who remain onboard the vessel during the entire inbound and outbound transits, as well as during the entire transfer operations that last two and a half days on average. In addition to the Coast Guard, over 37 different state and local agencies involving more than 200 people coordinate each transit to ensure a safe passage.

MSFO PORTSMOUTH

Prevention-Through-People Ship Ride Program. MSFO Portsmouth has been riding commercial vessels and charter boat vessels in an effort to both keep boarding officers current with regulations, and ensure compliance by vessel operators. This effort also monitors the vessel’s use of Bridge Resource Management techniques, which ensures the complete flow of information between all necessary parties (pilot, master, helmsman, 1st officer, etc.)

MSFO BUCKSPORT

Implementation of Federal Anchorages in Bar Harbor. MSO Portland worked closely with the Bar Harbor Harbormaster office, Penobscot Bay & River Pilots Association, and local waterway users to establish two federal anchorages in Bar Harbor, ME. Presently, there are no designated anchorage grounds in this area. This initiative provides designated anchorage grounds on Frenchman Bay, thereby facilitating safe and secure anchorages, and improved

Captain of the Port & Harbormaster coordination. Ultimately this will lead to improved management of congested harbor areas for an increasing number of large passenger vessels calling on the Port of Bar Harbor. This action is intended to increase safety for vessels through enhanced voyage planning and also by clearly indicating the location of anchorage grounds for ships proceeding along the Frenchman Bay Recommended Route for Deep Draft vessels.

Penobscot Bay Pilotage. In response to several instances in which petroleum barges were found to have been navigated by masters who failed to meet pilotage requirements, MSO Portland initiated an enforcement and education campaign pertaining to the Federal Pilotage requirements on Penobscot Bay and other designated areas within the Officer in Charge of Marine Inspection Portland zone of responsibility. Masters of towing vessels sailing on enrollment with inspected oil barges of less than 10,000 GT may fulfill the Federal Pilotage requirements as “acting as” pilots if they have obtained area familiarity. This familiarity is obtained by completing 12 roundtrips under supervision within the particular designated area. MSO Portland initiated punitive action against a master (and corporate operator) of a tug/barge laden with over 4 million gallons of #6 HFO who entered Penobscot Bay, without the assistance of a Federal Pilot, and who had never previously navigated in the area. Additionally, MSO Portland worked closely with the Penobscot Bay & River Pilots Association and Maine State Pilot Commission in drafting a proposal to amend the U. S. Coast Pilot publications to more accurately address federal and state pilotage requirements in the coastal regions of Maine and New Hampshire.

PARTNERSHIPS

Port Safety Forum. The Maine and New Hampshire Forum met five times in FY 2002, including one special Executive Session in November. The Forum promotes the safe and efficient operation of vessels and marine shore side facilities and the protection of the environment in the coastal waters of Maine and New Hampshire. It is comprised of representatives of various government and industry organizations united by their mutual concern for the safety of local ports. Port stakeholders were kept informed of homeland security issues, new safety and security zone regulations, waterway and facilities projects, NMFS and NOAA updates, and other relevant issues from the membership. Major accomplishments include a proposal for the new Bar Harbor Anchorages, and a discussion of revising the U.S. Coast Pilot to improve clarity of 12 designated pilotage areas within the state of Maine.

Area Committee. The Area Committee has been proactively working throughout the state to assess areas where permanent boom moorings would be beneficial. The moorings are permanently located with oil spill containment boom and can be quickly deployed to protect sensitive areas. There are currently four permanent moorings established with several more under development. During 2002, a booming exercise was held to test strategies for the Presumpscot River moorings. The Area Committee also completed the electronic version of the Geographic Response Plans. These plans, along with the Area Contingency Plan, have been distributed via CD-Rom to port stakeholders.



CANUSLANT. In June, the MSO participated in the bi-annual international oil spill exercise between the United States and Canada. The exercise was a three-day workshop that consisted of a one-day tabletop exercise and two days of workshops focusing on issues with Federal On-Scene Coordinators, environmental specialists, community relations, media relations and the joint response team. The workshops tackled key issues that were raised at past exercises and developed recommendations to the Joint Response Team.

NH State Police Training on Vessel Familiarization, Anti-terrorism, etc. In October 2001, MSFO Portsmouth conducted ship and vessel familiarity with the New Hampshire State Anti-terrorism Unit onboard the Small Passenger Vessel *THOMAS LAIGHTON* in Portsmouth, NH. The Task Force's previous training efforts have focused on homes, vehicles, and other buildings. They were seeking Coast Guard vessel experience and expertise in issues such as space accountability and vessel nomenclature. The MSFO arranged for a large passenger vessel to host the exercise and provided boarding officers and inspectors to give familiarization for the task force. Some of the familiarization focused on shipboard systems, deck arrangements, space accountability, and personnel safety issues (i.e. confined space, fuel tanks, slop tanks, rotating machinery, etc). Then, over 20 personnel, in four teams "assaulted" the *M/V THOMAS LAIGHTON* using different scenarios. Various maneuvers, incorporating lessons learned and training, were practiced. Each focused on a different approach to secure the vessel, resulting in hostage release, tactical sweeps, or terrorist neutralization.

Fire Department Familiarization on Marine Safety Vessel Boardings. MSFO Portsmouth has been bringing members from area fire departments onboard to accompany personnel during marine safety inspections. This effort is to increase shipboard knowledge of our local fire resources so that, in the event of a shipboard fire, the local FD's would already have some understanding of the layout and inherent hazards onboard commercial vessels. All Newington Fire Department (first responders, incident commanders) have gone through training on LPG carriers including: emergency shutdowns, activation of water spray, CO₂ and dry chemical firefighting, and shutdowns of ventilation and engine systems.

Governor King's Commercial Fishing Industry Safety Task Force. After numerous meetings and lengthy discussions, the members of the Governor's Commercial Fishing Industry Safety Task Force reached consensus and submitted their report and recommendations. Task Force membership included Fishermen, State Agencies, Maine Sea Grant, USCG, and fishing organizations. The report recommends that the state develop safety regulations that require state registered fishing vessels that fish in the same water as documented fishing vessels to have the same requirements, including a requirement for safety training. The report also recommends the state develop a community based safety training program to help Commercial Fishermen meet the training requirement.

Piscataqua River Coop Spring Boom Deployment Drill. MSFO Portsmouth is fully committed to the goals and efforts of the Piscataqua River Coop (PRC). The PRC is a volunteer cooperative in the Piscataqua River comprised of members from the facilities and users of the waterway. Members include Sprague Energy, PSNH, Sea-3, Irving Oil, Moran Tugs,

Portsmouth Naval Shipyard, Portsmouth Towing, and others. Additionally, representatives from the local and state governments, including NH DES attend the meetings and drills. Two drills are held each year with various objectives. These drills test the response capabilities of the organization. Additionally, the drills allow members to test and learn equipment, learn better means to boom or mitigate the effects of an oil spill in the area, and learn the peculiarities of a section of a river. Each year a different scenario and location is chosen so all members can learn the particulars of an area. This year's spring drill took place at Cocheco River and Salmon Falls and brought several new players to the drill, including local fire and EMS departments. The boom vane was deployed from the Eliot boat ramp. The Navy supplied a mobile boom reel with 2000 feet of boom to support the boom vane. Two staging areas were set up, one at River Road and the other at Eliot boat ramp. These staging areas included wildlife, personnel and equipment decontamination stations. The MSFO fully participates in all meetings, planning sessions, training, and drills to ensure that as a federal monitor, we too are current in new technologies and techniques.

Canusport. Canada, U. S. Coast Guard Port State Control, (CANUSPORT) is an initiative by MSO Portland's Port State Control office in partnership with Transport Canada Atlantic Region Office. The focus of this project is to reduce redundant foreign vessel inspections by both the USCG and Transport Canada.

In August 2002, a MSO Portland representative went to Canada to benchmark Transport Canada's foreign vessel boarding program and determine similarities and differences between the two programs. In addition, he gathered information on the amount of tank vessel traffic that is subject to inspection by both the U. S. and Canadian foreign vessel boarding teams within 6 months of the other countries annual inspection.

A comparison was made with the U. S. Coast Guard arrivals and inspection prioritization process. Information was shared concerning the processes by which Transport Canada and MSO Portland acquire previous boarding history data on subject vessels. Many similarities exist between the two database systems. Both MSO Portland and Transport Canada conducted a joint, annual inspection on a container vessel in Halifax. An initial determination was made that all major aspects of the Port State Control (PSC) inspection conducted by Transport Canada and MSO Portland are similar.

The pilot program continues to gain momentum with the ultimate goal of one day fully recognizing all PSC inspections conducted by Transport Canada as if the United States Coast Guard conducted them.

